

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Nicola Pettifer
FROM:	WSCC – Highways Authority
DATE:	27 September 2026
LOCATION:	Land at 518017 129871 Athelstan Way Horsham West Sussex
SUBJECT:	DC/26/0954 Residential development for 21no. 1, 2, 3 and 4 bedroom dwellings with associated parking, hard and soft landscaping at Land South of Athelstan Way, Horsham.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted on planning application DC/26/0954, for highway safety and capacity considerations. The application is supported by a Transport Statement (TS) and associated plans.

Site Context

The application site is a vacant grassland, situated approximately 1.5 kilometres south of Horsham town centre. The development proposals are for the erection of 21 nos. dwellings (Class C3) comprising 4 x 1-bed, 9 x 2-bed, 7 x 3-bed 1 x 4-bed units as per the application form, with associated parking and landscaping.

Access and Visibility

The existing access from A281 Brighton Road, via Athelstan Way will be retained. A281 Brighton Road is an 'A' classified road subject to road subject to 30 miles per hour speed restriction. There appears to be adequate visibility splays along both sides of the road for the posted speeds.

An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals there has been a single incident of personal injury caused due to incorrect use of crossing facility by the pedestrian. Therefore, there is no evidence to suggest that the existing access is operating unsafely, or that the proposal would exacerbate an existing safety concern.

Parking and Internal Layout

The internal layout will have a shared surface arrangement. Swept path analysis is carried out for a refuse vehicle on Drawing NJC-001 Rev B, within the TS. The swept paths demonstrate the suitability of the internal carriageway geometry / width and the turning heads within the layout for a refuse vehicle to turn within site and exit in forward gear.

The site lies within parking behaviour zone (PBZ) 5 which specifies a parking requirement of 0.6 spaces for a 1-bed, 1.1 spaces for a 2-bed, 1.6 spaces for a 3-bed and 2.2 spaces for a 4+ bed unit. Accordingly, there is a requirement of 25 spaces and additional spaces for visitor parking. The scheme proposes 41 car parking spaces, including visitor spaces. Safe and secure cycle parking provision is made within rear garden sheds. The Highway Authority are convinced that adequate parking is provided for the development thus eliminating the risk of overspill parking onto public highway.

Trip Generation and Highway Capacity

The nationally recognised TRICS database has been interrogated to estimate the likely number of trips associated with the proposed residential uses. The proposed residential scheme is estimated to generate two-way vehicular trips of 16 during AM peak, 9 during PM peak and 113 the whole day.

Whilst the proposed development would give rise to additional vehicular traffic, the Highway Authority do not anticipate that the proposed use will result in causing a detrimental impact on the operation of the local highway network.

Sustainability

The site benefits from footways along both sides of Athelstan Way which connect onto wider footway network. The internal link connects onto Public Right of Way (PRoW) HOR-1670 which runs along the western border of the site. The nearest bus stops are 'St Leonard's Road', situated within 100 metres to the south of the site providing connectivity to Horsham town centre and train station and other nearby villages.

The nearest train station is Horsham train station, within 1.5-kilometre distance providing wider area transport connectivity such as London, Gatwick, Southampton, Chichester, Portsmouth etc. Therefore, it is evident that the site can be accessed by sustainable transport modes without the reliance on private car use.

Conclusion

The Local Highway Authority (LHA) do not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network; therefore, is not contrary to the National Planning Policy Framework (NPPF), paragraphs TR1 – TR8, as revised August 2026. Therefore, there are no transport grounds to resist this proposal.

If the LPA are minded approving the application, the following conditions should be applied:

Conditions

Car Parking

No part of the development shall be first occupied until the vehicle parking spaces have been constructed in accordance with plans and details submitted to and approved by the LPA.

Reason: To provide adequate on-site vehicle parking spaces for the use.

Cycle Parking

No part of the development shall be first occupied until secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Construction Management Plan

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors' buildings, plant and stacks of materials, provision for the temporary parking of contractors' vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

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West Sussex County Council – Planning Services